



# Aviation Investigation Final Report

---

<b>Location:</b>	Chino, California	<b>Accident Number:</b>	GAA16CA132
<b>Date &amp; Time:</b>	February 13, 2016, 14:10 Local	<b>Registration:</b>	N67086
<b>Aircraft:</b>	Consolidated Vultee BT 15	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

According to the taxiing pilot, during taxi to the run-up area in order to perform a maintenance check, he attempted to maneuver around an airplane that had stopped in the non-movement area. He reported that the left wing of his airplane impacted the tail of the stopped airplane.

According to the pilot of the stopped airplane, he had taxied out of the refuel station in order to allow other aircraft to refuel. He reported that he taxied south and stopped in the non-movement area next to the aircraft tie downs, where he remained stopped for approximately five minutes as he set up the radios and received the ATIS information for his flight. He reported that he felt an impact from the rear of his airplane; he shut down his engine, and exited the airplane.

The taxiing airplane sustained minor damage to the left wing and stopped airplane sustained substantial damage to the aft fuselage and vertical stabilizer.

Both pilots reported that there were no mechanical failures or anomalies with the airplane prior to or during the taxi that would have prevented normal flight operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The taxiing pilot's failure to remain a safe distance from the stopped airplane while taxiing to the run-up area, resulting in a ground collision and substantial damage.

## Findings

---

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Monitoring other aircraft - Pilot
<b>Environmental issues</b>	Aircraft - Response/compensation

## Factual Information

### History of Flight

<b>Taxi</b>	Ground collision (Defining event)
<b>Taxi</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 15, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 29, 2014
<b>Flight Time:</b>	(Estimated) 3200 hours (Total, all aircraft), 3195 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Consolidated Vultee	<b>Registration:</b>	N67086
<b>Model/Series:</b>	BT 15 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1943	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	9597
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4496 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	R985
<b>Registered Owner:</b>	Mark Helmricks	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	Curtiss Bruce Christenson	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCNO,650 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	49°
<b>Lowest Cloud Condition:</b>	Few / 20000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chino, CA (CNO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chino, CA (CNO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHINO CNO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	650 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.974723,-117.63639(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Michael

**Additional Participating Persons:** John Steensen; Federal Aviation Administration; Riverside, CA

**Original Publish Date:** May 3, 2016

**Last Revision Date:**

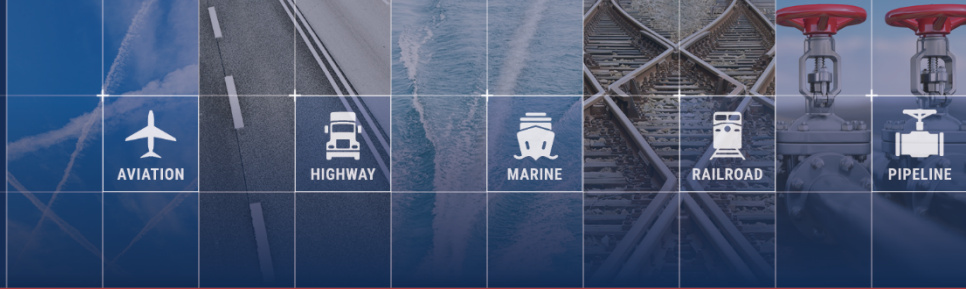
**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=92734>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



# Aviation Investigation Final Report

<b>Location:</b>	Chino, California	<b>Accident Number:</b>	GAA16CA132
<b>Date &amp; Time:</b>	February 13, 2016, 14:10 Local	<b>Registration:</b>	N201DQ
<b>Aircraft:</b>	Mooney M20J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the taxiing pilot, during taxi to the run-up area in order to perform a maintenance check, he attempted to maneuver around an airplane that had stopped in the non-movement area. He reported that the left wing of his airplane impacted the tail of the stopped airplane.

According to the pilot of the stopped airplane, he had taxied out of the refuel station in order to allow other aircraft to refuel. He reported that he taxied south and stopped in the non-movement area next to the aircraft tie downs, where he remained stopped for approximately five minutes as he set up the radios and received the ATIS information for his flight. He reported that he felt an impact from the rear of his airplane; he shut down his engine, and exited the airplane.

The taxiing airplane sustained minor damage to the left wing and stopped airplane sustained substantial damage to the aft fuselage and vertical stabilizer.

Both pilots reported that there were no mechanical failures or anomalies with the airplane prior to or during the taxi that would have prevented normal flight operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The taxiing pilot's failure to remain a safe distance from the stopped airplane while taxiing to the run-up area, resulting in a ground collision and substantial damage.

## Findings

---

<b>Personnel issues</b>	Aircraft control - Pilot of other aircraft
<b>Personnel issues</b>	Monitoring other aircraft - Pilot of other aircraft
<b>Environmental issues</b>	Aircraft - Effect on equipment

## Factual Information

### History of Flight

<b>Standing-engine(s) operating</b>	Ground collision
-------------------------------------	------------------

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 3, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 467 hours (Total, all aircraft), 36 hours (Total, this make and model), 375 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N201DQ
<b>Model/Series:</b>	M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-0091
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2899 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1207.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	I0360A3B6D
<b>Registered Owner:</b>	BRANDE LEWIS	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	BRANDE LEWIS	<b>Operating Certificate(s) Held:</b>	None



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCNO,650 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	49°
<b>Lowest Cloud Condition:</b>	Few / 20000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chino, CA (CNO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chino, CA (CNO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHINO CNO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	650 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.974723,-117.63639(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	John Steensen; Federal Aviation Administration; Riverside, CA
<b>Original Publish Date:</b>	May 3, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=92734">https://data.ntsb.gov/Docket?ProjectID=92734</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).